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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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Nuclear Submarine opens a new epoch

KEEL OF BRITAIN'S 'FIRST' IS LAID

Prince Philip says it will revolutionise the Navy

When the First Lord of the Admiralty, the Earl of Selkirk asked the Duke of Edinburgh to perform the ceremony of "laying the keel" of Britain's first nuclear submarine, he said "We are calling this ship Dreadnought because it is the opening of a new epoch just as was the old Dreadnought built more than 50 years ago."

The "keel-laying" ceremony took place at Messrs. Vickers Armstrong's Shipyard, Barrow-in-Furness, on June 12 and the operation was performed by the Duke moving a handle which operated a Gamma Ray which moved a pre-fabricated cylindrical section of the vessel into position.

In his speech the Duke of Edinburgh said "There is the perhaps doubtful prospect for future submariners of remaining submerged for the whole period of a two-year commission." He continued "On Monday, the Queen presented her Colour to the Submarine Command. Today that Colour is here at Barrow with a guard of submariners to witness an event which will most certainly revolutionise the Navy as a whole, and the Submarine service in particular."

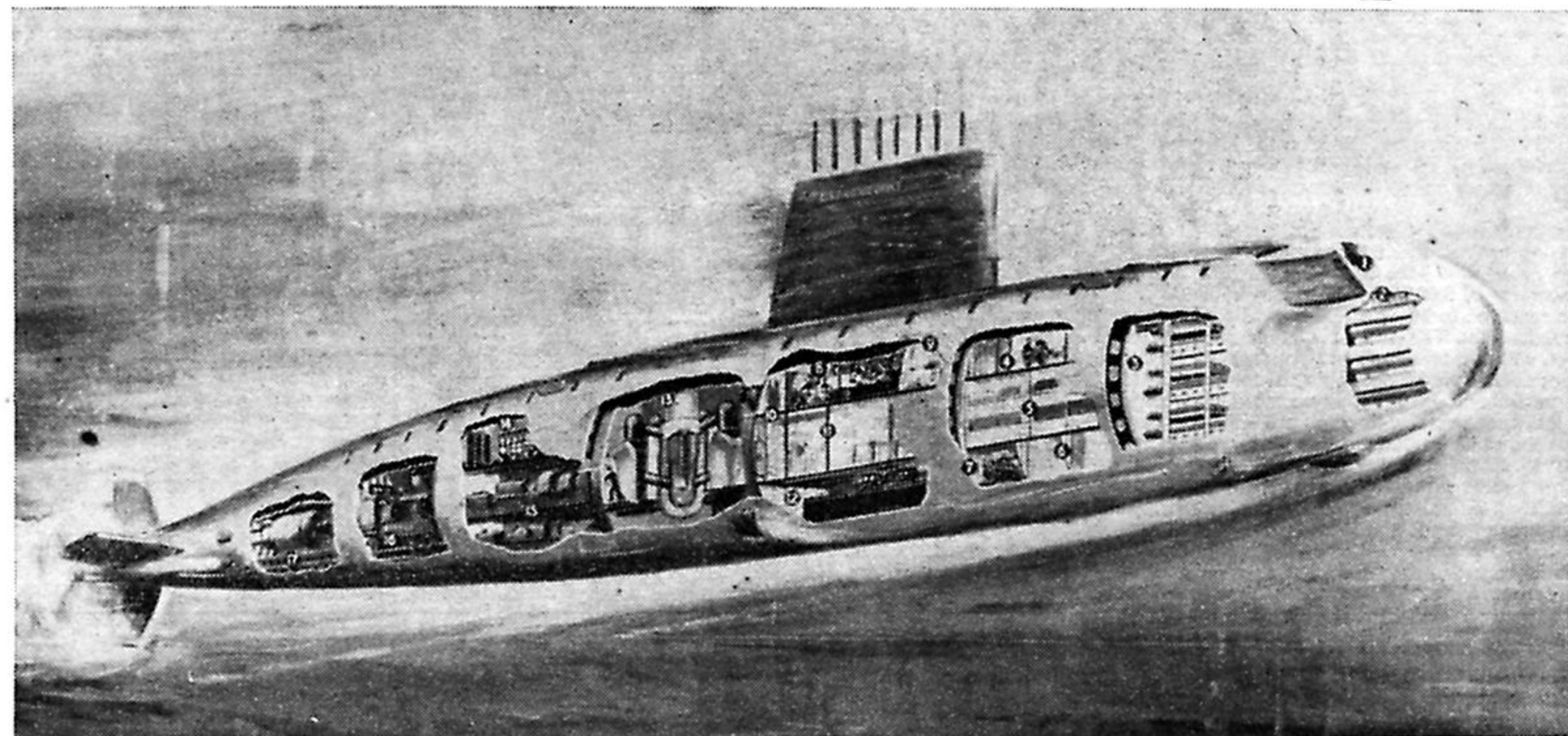
Referring to the achievements of the United States Navy's Nuclear powered submarines, he said "it should be abundantly clear by now that nuclear submarines will ultimately transform the sea power of the Atlantic Alliance."

After the section had been placed into position the Duke of Edinburgh fired two cartridge hammers which bolted a commemorative plate to the hull.

A Swiss experimental "air-cushion" machine, similar to the British hovercraft, sank at its moorings in a storm at Zurich.

Victorious and the frigates Scarborough and Tenby (2,200 tons) and Salisbury (1,738 tons) took part in the five-day exercise Riptide off the East Coast of the United States.

Ships of 200 tons armed with 12-pounder guns are being built for Iceland under the guise of rescue ships, according to Earl Howe.

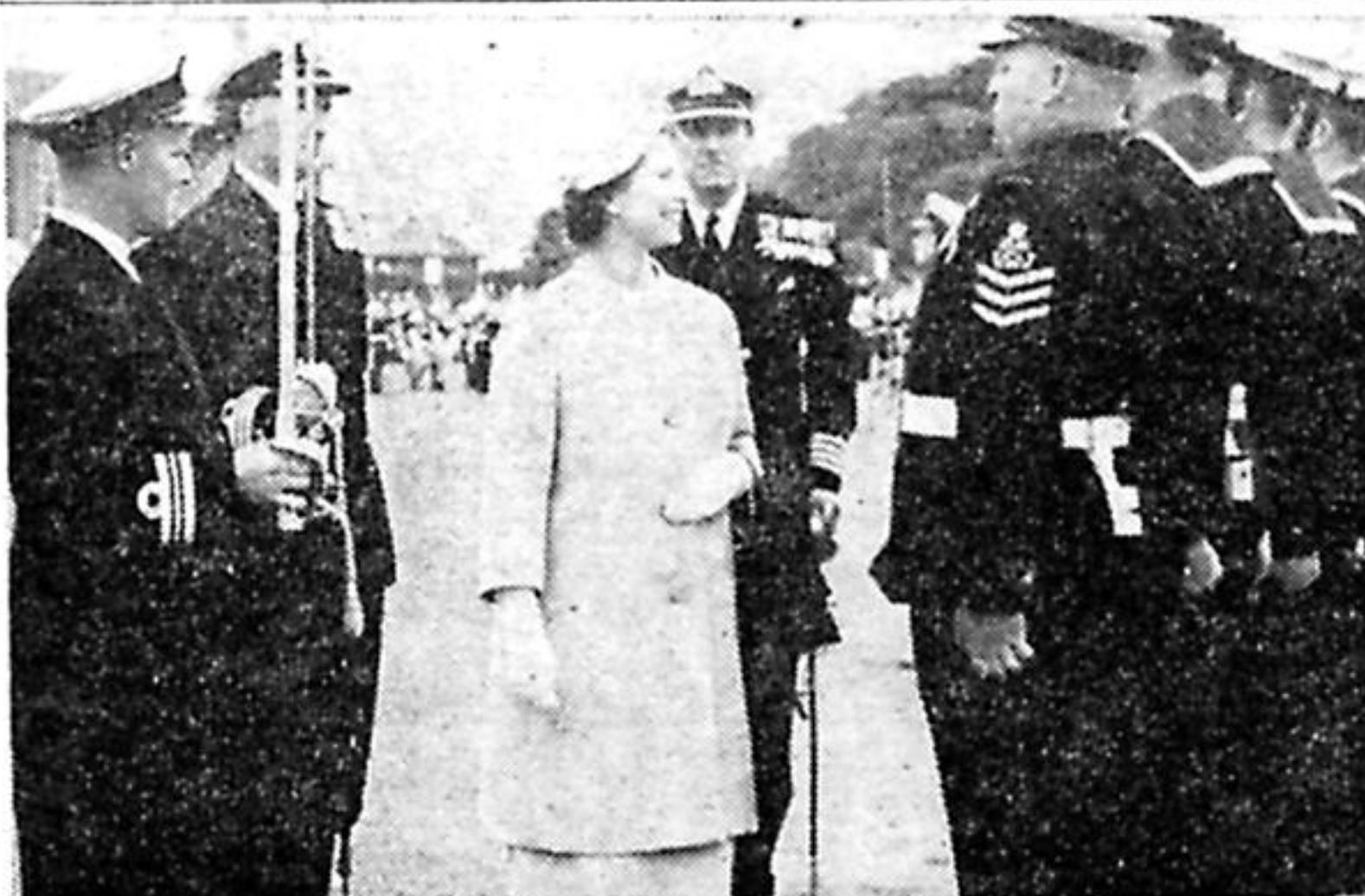


An Admiralty artist's impression prepared to show the position of the main compartments in the nuclear submarine DREADNOUGHT, which has been laid down at the Barrow-in-Furness yard of Vickers-Armstrongs (Shipbuilders) Ltd. Key to drawing: 1. Hydroplane; 2. Torpedo tubes; 3. Torpedo compartment; 4. Officers' accommodation; 5. Crew accommodation; 6. Stores compartments; 7. Pump compartment; 8. Control compartment; 9. Captain's accommodation; 10. Washplaces; 11. Galley; 12. Battery-compartment; 13. Reactor; 14. Machinery control compartment; 15. Main machinery compartments; 16. Turbine gearing; 17. Motor.

Duchess of Kent launched the new Oberon

When the Duchess of Kent visited Chatham Dockyard on Saturday, July 18, to perform the launching ceremony of H.M.S. Oberon, the first of a new class of submarine, it was the 52nd submarine built and launched at Chatham. Oberon is the first vessel to be completed in Chatham's post war submarine programme.

Although the Dockyard's record of building submarines dates back to 1907, with the construction of the C.17, the last occasion of a Royal launching at Chatham was 57 years ago when the battleship H.M.S. Prince of Wales was launched, from the same No. 7 slip on which Oberon now stands, by the Princess of Wales, who later became Queen Mary.



Her Majesty's gracious smile for one of the Royal Guard, when she presented Colours to the Submarine Command. Captain L. W. Napier, R. N., H. M. S. Dolphin in the background. Story on page 8.

Submarine training and atomic defence to be feature on Navy days

August Navy Days are being held at Portsmouth, Chatham, and Plymouth on August 1, 2, and 3.

At Portsmouth the ships on view will be Vanguard, Tyne, Tiger, Trafalgar, Zest, Volage, Starling, Eastbourne, Loch Killisport, Plover, Reclaim, Dark Invader, Laleston, Caunton, Thermopylae, Tireless, Artemis and I.N.S. Kirpan. Aboard H.M.S. Volage visitors will be able to visit the boiler and engine rooms. I.N.S. Kirpan (commanded by Commander K. Gopinath) will be of particular interest, being the first Blackwood Class Frigate to be handed over to the Indian Navy.

The new static displays are Submarine Training, Atomic Defence and Damage Control, Cookery, and Juniors Training by H.M.S. St. Vincent. Many attractive displays are planned to take place from 5 p.m. in the "Victory" arena.

Between noon and 1 p.m. H.M.S. Collingwood's Volunteer Band with H.M.S. Victory's Bluejacket Band and Guard will march along Southsea Seafront, to mark the opening of each Navy Day.

PLYMOUTH

The ships open are Belfast, Apollo, Chaplet, Dunkirk, Carron, Rorqual, Auriga, and Matapan.

The Royal Marine Static display will be worth seeing as visitors will not only be able to see Commando equipment but also detect land mines in a dummy minefield and see other practical aspects of the Royal Marines in their Commandos role.

During the finale the Royal Marine Commandos will carry out an attack on a 50 ft. high tower. There will be boat trips in Plymouth Sound and the Hamoaze, with a choice of travelling in either fast Target Towing vessels, Landing craft or ships' pinnaces.

CHATHAM

H.M.S. Ships open to visitors will be Jutland, Crossbow, Hardy, Grafton, Vidal, Scott, Echo, Egeria, Talent, Taciturn, Trenchant, and Virago.

The public will have an opportunity of putting themselves in the place of the Fleet Air Arm pilot. They will be able to fly an aircraft from the deck of a carrier, control its climb, circle and bank and then drop bombs

A.A. FRIGATE RETURNS TO DEVONPORT

H.M.S. Puma, an anti-aircraft frigate, returned to Devonport on June 9.

Since leaving this country a year ago H.M.S. Puma has been employed primarily on the South Atlantic and South America Station. During the temporary redeployment of naval forces occasioned by the Iraq crisis H.M.S. Puma was stationed in the Persian Gulf and was subsequently one of the ships which assisted H.M.S. Bulwark in the salvage of the Liberian tanker "Melika" after that ship had collided with the French tanker "Fernand Gilabert."

After a further spell on her normal station H.M.S. Puma returned to this country via Brazil and Trinidad.

The Royal Marines second annual exhibition has opened in Portsmouth.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

Circumstances beyond our control have prevented the production of a NAVY NEWS of the usual size, but we are sure that our readers appreciate this position. In consequence of the printing dispute, it has been possible to print only skeleton articles from some sources, and in far too many cases, we have been unable to find room at all. Contributors are asked, therefore, to accept our apologies and our assurances that as soon as circumstances permit we shall revert to our usual practice of reporting events as fully as possible.

Submarines are, once again, very much in the news. Britain is on the way with Dreadnought and the Oberon, the first of a new class of submarines, was launched at Chatham this month. Work is proceeding on a French nuclear submarine project and it is reported that this vessel will have a submerged displacement of 5,000 tons compared with the reported tonnage of 3,000 tons for Dreadnought. The American submarine fleet, with a number of nuclear powered ships actually in service is, at present, in a pre-eminent position, but according to latest reports, the Russians are building submarines at the rate of one a week.

This latest report makes Britain's effort appear puny. We are sure, however, that the Admiralty is taking every measure to see that Britain is not left too far behind in the building of what is now regarded as the capital ship of the future.

PENDANT AWARD RESULT OF HARD WORK

On Friday, May 23, Captain H. R. B. Janvrin, D.S.C., Royal Navy, presented a Navy League Efficiency Pendant for 1958 to the Fishguard Sea Cadets; the second year in succession that the unit has received this award.

Captain Janvrin was met on arrival by the Commanding Officer, Lieutenant Commander P. J. Morgan, R.N.R. and piped aboard the headquarters, where he was received by a smart guard.

After Colours and Prayers he inspected the parade and was then welcomed by Mr. B. J. Morgan, M.B.E., on behalf of the unit committee.

Mr. Morgan told the large audience of parents and friends how fortunate it was that Captain Janvrin was able to be with them, for he was very soon leaving H.M.S. Goldcrest, the Royal Naval Air Station at Brawdy, to take command of the most modern aircraft carrier, H.M.S. Victorious.

Before handing the Pendant to the Commanding Officer Captain Janvrin said how pleased he was to be asked to make the presentation. It was an award not lightly made and he knew that it had meant much hard work on the part of the Officers and Cadets of the unit. He had heard a lot about the Fishguard Sea Cadets, particularly of their prowess in Boat Pulling and Boxing, and he hoped to hear more in the future. It was, he thought, appropriate and encouraging to find such keenness and efficiency in the Sea Cadets, the youngest contingent connected with the Navy, because the Navy itself, although small these days, was now keener and more efficient than ever. Cadets would find that what they learnt in the Corps would be of great value to them in whatever jobs they had later. To those intending to join the Navy he could only say that it offered a good life, and that if he had to choose again he would not change.

Frigate Hare has been handed over to the Nigerian Navy at Portsmouth.

Dordrecht to Den Helder by motor cutter

Three hours after obtaining permission to travel by the ship's motor cutter from Dordrecht to Den Helder by way of the canals, eight members of H.M.S. Paladin had "stored and victualled" the cutter and were under way.

H.M.S. Paladin was at Wilhemina-haven and her next port was to be Den Helder and Sub-Lieut. M. L. Precious, R.N. and his steaming crew of Petty Officers Watterworth, Purnell, Blackmore and Riley, Able Seamen Jennings and Loveridge and Mechanic (E) Kemp, who left the ship during the "first dog" on Whit-Monday rejoined Paladin at the latter place in time for "Bubbly" on Wednesday, May 20.

During the 43 hours away from the ship, the cutter covered 120 miles in 18 hours actually under way and the "Canaliers" agreed that the journey had been extremely worth-while. They were most hospitably treated by the local people they met.

LETTER TO THE EDITOR

Shotley boy of fifty years ago recalls hilarious episode

SIR.—My subscription to our gallant little paper must be about to expire, will you be so kind as to exchange the enclosed dollar bill and renew the same.

I particularly enjoyed last month's issue, with the account of the Shotley Boy Trainees being given that wonderful trip to Gib, with opportunities for sightseeing and a taste of shipboard life. How I wish that we chilled, always-hungry youngsters, when at Shotley in 1911, could have been given a treat like that! As I recall, our main recreation was turning out on that East-wind-swept playing field in white ducks, and buying 2d. worth of stodgy cake and a bottle of pink soda-pop at the canteen.

... There was one hilarious episode that I remember when I was a Signal Boy there. At either end of the colonade between the dormitories and mess-hall, was erected a short mast with blinker signal light on top, with Morse keys so that trainees could practise sending and receiving visual signals under cover from the weather. The shored side light had a 32-point metal screen around it so that signals could not be seen from seaward. One dark winter's evening one of our number shinned like a monkey up the pole, forced the screen around so that light shone out to sea, then made the pendants of a cruiser (flagship) lying at anchor in the roads. Presently she answered the call, and this lad, using correct procedure, made a most insulting and vulgar message, addressing it to "Captain So-and-so, from C.O. H.M.S. Ganges." He then re-climbed

the staff and returned the screen to its proper position, and went on to supper. Investigation—ever offering of a reward—uncovered no trace of the culprit, who, I suppose, feels somewhat smug about the whole business to this day. In later years, teaching semaphore to World War II trainees in U.S. Navy, I found that if the instructor could ever get them to the stage of sending insulting personal messages one to the other, much progress was quickly evident in their receiving ability. . .

I am passing on my copies of Navy News to our ex-W.A.A.F.-R.A.F. daughter, living in Northern California, who in turn passes them on to Commander Sam Lammie, U.S.N., who is Liaison Officer with Aircraft manufacturers out there, and currently posted to Kwajalein Island in the Marshalls. The Commander gives your paper wide circulation in wardroom and crew's library—I am sure they are read and re-read until tattered.

Thanking you for continued good service, and wishing you all success, with my best personal good wishes, Cordially yours—L. M. R. KERRISON, Ex-Sig. R.N., P.O. Box 607, Haynesville, Louisiana, U.S.A.

‘OLD PALS’ RE-UNITED

SIR.—Thank you sincerely for publishing Mr. Goater's letter in June issue of Navy News which has enabled me to get in touch with the above gentleman. I hope this article under the heading of "Where are they?" will become a regular feature so that others like myself can have a chance to renew old pals. Thanking you and every success to the paper.—Yours sincerely, RONALD E. ERRIDGE (YANK), 89 Agincourt Road, Portsmouth.

The destroyer Jutland took 150 relatives of the crew on a 10-hour Channel trip.

ROYAL NAVY'S DRAFTING FORECAST

UBMARINE COMMAND
H.M.S. Cachalot, August, at Greenock and for service in the 3rd Submarine Squadron.

GENERAL

H.M.S. Tiger, August 24, for General Service Commission (Home/Mediterranean) (21 months). U.K. Base Port, Portsmouth.

H.M.S. Verulam, mid-August, at Devonport, for trials. Commissions end August for Home Sea Service. U.K. Base Port, Portsmouth.

No. 700 "G" Flight, August 17, at R.N.A.S. Culdrose, for Trials. (Gannet.)

H.M.S. Torquay, August 18, at Portsmouth, for trials. Re-commissions September 29 for General Service Commission, Home/East of Suez (21 months). U.K. Base Port, Portsmouth.

No. 815 Squadron, August 20, at R.N.A.S. Culdrose, for General Service Commission (18 months). (Albion.) (Whirlwind.)

H.M.S. Puma, August 25, at Devonport, for General Service Commission. (Home/South Atlantic and South America) (21 months). U.K. Base Port, Devonport.

H.M.S. Brave Borderer, end September, at Portsmouth for Home Sea Service (U.K. Base Port, Portsmouth).

H.M.S. Chevron, September 1, at Rosyth, for trials.

H.M.S. Loch Lomond, September 1, at Sheerness, for General Service Commission (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port, Chatham.

H.M.S. Carysfort, September 8, at Portsmouth, for Foreign Service (Far East).

H.M.S. Salisbury, September 29, at Devonport, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, September 29, at Portsmouth, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Portsmouth.

H.M.S. Tenby, September 29, at Chatham, for General Service Commission (Home/East of Suez) (21 months). U.K. Base Port, Chatham.

H.M.S. Layburn, September, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Wakeful, October 1, at Portsmouth, for trials. Commissions November 3 for Home Sea Service (Portsmouth Squadron). U.K. Base Port, Portsmouth.

H.M.S. Albion, October 6, at Portsmouth, for General Service Commission. (Home/East of Suez) (14 months). U.K. Base Port, Portsmouth.

H.M.S. Chichester, October 6, at Chatham, for General Service Commission (Mediterranean/Home) (18 months). U.K. Base Port, Chatham.

H.M.S. Scorpion, October 6, at Chatham for trials. Commissions December 1 for General Service Commission, Home/Mediterranean (18 months). U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, October 12, at Singapore, for Foreign Service (Far East).

H.M.S. Cavendish, October 13, at Devonport, for Foreign Service (Far East).

H.M.S. Hartland Point, end October at Chatham, for Foreign Service. (Far East.)

H.M.S. Messina, October, at Chatham, for Foreign Service.

H.M.S. Brave Swordsman, January, at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Jaguar, December, at Dumbarton, for General Service Commission (South Atlantic and South America/Home) (24 months). U.K. Base Port, Chatham.

H.M.S. Trafalgar, November 24, at Portsmouth, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, November 24, at Chatham, for General Service Commission (Home/Mediterranean) (18 months). U.K. Base Port, Chatham.

H.M.S. Victorious, March, at Portsmouth, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, March, at Tyne, for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Rothesay, March, at Glasgow, for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March, at Clyde, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Undaunted, April, at Ports-

H.M.S. Broadsword, November 24, at Chatham, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April, at Chatham for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Chatham.

H.M.S. Loch Ruthven, April, at Devonport for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Cassandra, end February, at Chatham for trials. Commissions end January for Foreign Service (Far East).

H.M.S. Ark Royal, December 1, at Devonport, for General Service Commission (Home/Mediterranean) (22 months). U.K. Base Port, Devonport.

H.M.S. Hermes, December, at Barrow for trials. Commissions June, 1960, for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Loch Fada, January, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf) (17 months). U.K. Base Port, Portsmouth.

H.M.S. Bulwark, January 5, at Portsmouth, for Foreign Service (Far East).

H.M.S. Ulster, January, at Devonport, for General Service Commission (Home/West Indies) (22 months). U.K. Base Port, Devonport.

H.M.S. Dampier, January, at Singapore, for Foreign Service.

H.M.S. Saintes, February, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, February, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Lynx, February, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (20 months). U.K. Base Port, Portsmouth.

H.M.S. Victorious, March, at Portsmouth, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, March, at Tyne, for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Rothesay, March, at Glasgow, for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March, at Clyde, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Undaunted, April, at Ports-

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H.M.S. Newfoundland, the 17-year-old cruiser, to go into extended reserve.

ANOTHER WAR-TIME CRUISER FOR THE RESERVE

H.M.S. Newfoundland's unique Atlantic crossing recalled

H.M.S. Newfoundland (Captain A. R. Hezlet, D.S.O., D.S.C., Royal Navy), arrived in Portsmouth on Wednesday, June 24, on completion of an eighteen-month Foreign Service Commission on the Far East Station. She has been in the Far East since 1955, and is now due to go into extended reserve.

H.M.S. Newfoundland was launched in Sicily and Italy, before being torpedoed by an Italian submarine off Syracuse. She crossed the Atlantic to Boston, Massachusetts for refit and this

crossing was probably unique, in that it was accomplished without a rudder, and with only two of the four propeller shafts operative.

Later in the war, she supported the strikes on Truk and Wewak in the Pacific, and was in Tokyo Bay in 1945 when the formal Japanese surrender was signed. Since 1953 she has operated East of Suez, first as the flagship of the East Indies Station, and then with the Far East Fleet.

The present Ship's Company flew out to join her in Singapore in January 1958, and her activities in the ensuing eighteen months have been many and varied. After an initial work-up and self-refit period, she hoisted the flag of Vice-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C., then Flag Officer, Second in Command, Far East Station, and remained the flagship of the Far East Fleet almost continuously until the end of the year. After a rousing visit to Fremantle in Western Australia, the ship was ordered to return to Singapore "with the utmost despatch." The Middle East situation had blown up with the coup d'état in Iraq, and August found her playing watchdog off Bahrain in the Persian Gulf. Relieved by H.M.S. Sheffield, she returned to Singapore. The Ship's Company spent Xmas ashore in H.M.S. Terror (at 95°F. in the shade!), while the ship underwent a refit in Singapore Dockyard, and by the time she was fully operational again, it was time to turn for home.

On April 16, flying her paying-off pennant, H.M.S. Newfoundland left Singapore for the last time. During her cruise back to the U.K. she called at the Seychelles Islands, at ports in East and South Africa, at St. Helena, and at Freetown in Sierra Leone. She steamed over 50,000 miles in the course of her duties over the last eighteen months—a fitting ending to a career stretching back over seventeen years. Her Ship's Company started Foreign Service Leave on Tuesday, June 30.

Twelve ratings will be getting married during their leave.



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Combined operations at Eastney HOVERCRAFT SHOWS ITS CAPABILITIES

A demonstration—"Runaground X"—designed to show Staff College students some of the problems of amphibious operations, was held in the Portsmouth area on June 22 and 23. The demonstration included a helicopter assault, a seaborne landing and a cliff assault, and nearly 1,000 men took part in it.

The Airborne assault on Eastney beach entailed landing troops of 42 Commando Royal Marines, with supporting weapons, by helicopters provided mainly by the Joint Experimental Helicopter Unit. Such an assault might be mounted in the future from the new Commando carrier, H.M.S. Bulwark. A few light vehicles were also landed. The Fairey Rotodyne and the "Hovercraft" were also demonstrated.

The manoeuvrability of the Rotodyne was clearly demonstrated, and the seeming ease of its take-off belied its size. Its noise though is tremendous. The "Hovercraft"—this revolutionary method of propulsion—seemed to "slide" from the sea to the shingled beach at Eastney. Off shore it was difficult, due to the spray, to see if the craft was "hovering," but once on shore the "hoverability" was clearly shown.

The seaborne landing also took place on Eastney beach. It included beach reconnaissance by the special boat section of the Royal Marines, some of whom were parachuted into the sea whilst others in their frogmen's suits landed from inflatable canoes to deal with underwater obstructions; an infantry battalion landed with support arms on a lightly defended sector; and there was also a demonstration of beach maintenance problems. Taking part,

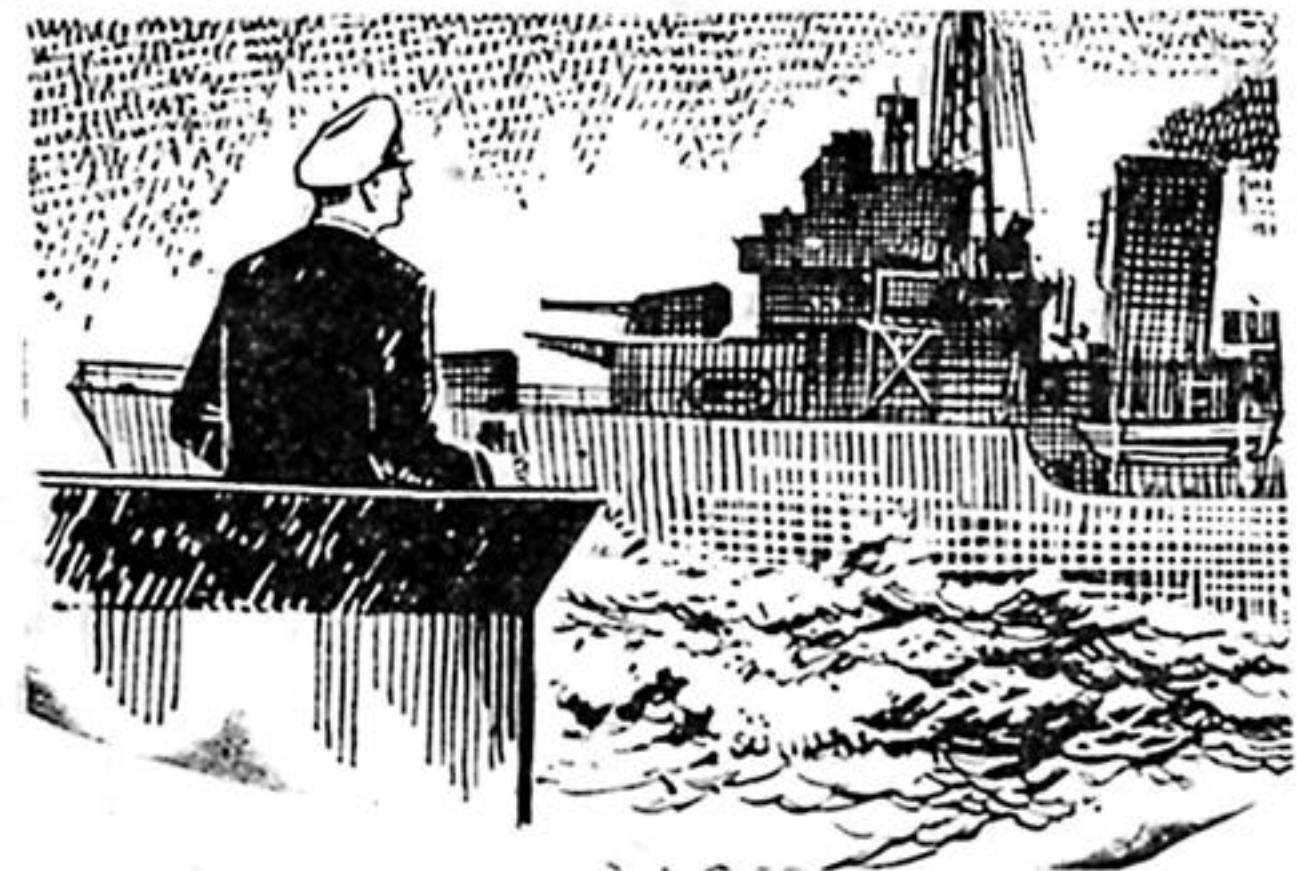
in addition to the Royal Marines, were the 1st Battalion East Surrey Regiment supported by a troop of Centurion tanks from the Queen's Own Hussars, a troop of field artillery from 26th Field Regiment R.A., and elements of 16th Light Anti-Aircraft Regiment R.A. The R.A.F.'s No. 1 Parachute Training School, Abingdon, conducted the parachute drop from a Beverley Transport, and R.A.F. air sea rescue and safety launches participated in the demonstration.

A troop from 42 Commando Royal Marines staged the cliff assault at Culver Cliff, Isle of Wight. It showed some of the methods used by Commandos when confronted with cliff-lined coasts.

It was obvious that the troops taking part entered into the spirit of the exercise. They were full of zest and energy (it was needed, too, for a loose shingly beach is not the best of running tracks!). Thunder flashes, etc., simulated mines and gunfire and all in all the exercise was most realistic. The exercise was watched by hundreds of Staff College students and very many senior officers of all services, but the feeling was expressed that such an exercise could not fail to impress ratings and other ranks with a feeling of inter-dependability—a feeling that every single man is one of a huge team and if it could be seen by the rank and file would do much to boost morale.

Royal Marine wins Prince of Wales Cup

Colour Sergeant Craddock, who lives at Budleigh Salterton, Devon, was riding a Royal Marine grey charger, Landmark III. He is stationed at the Infantry Training Centre, Lympstone, where all young officers of the Royal Marines are taught to ride, and it was the fourth time that he had competed at the Royal Tournament.



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ALBION TAKES THE LONG WAY HOME

Calls at South African and South American ports

TWO MILLION MEALS SERVED

Although H.M.S. ALBION has steamed over fifty-five thousand miles during the first twelve months of her commission, she is taking the long way home from Singapore, making calls in South Africa and South America. The following article brings the ship's activities up to date.

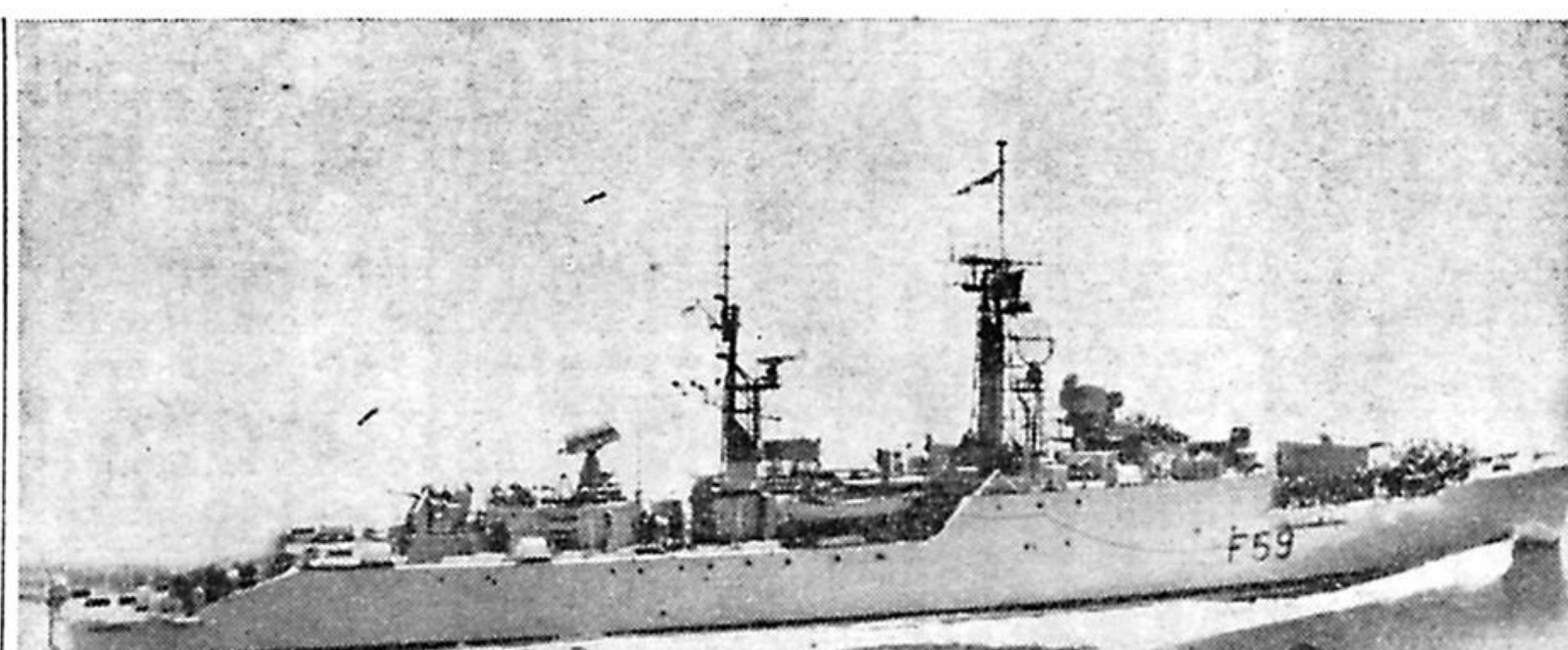
Over 200 spectators boarded the ship for Exercise Showboat during which Albion and Chichester showed their paces, Chichester firing all her armament including squids. Albion demonstrated her capabilities—Seahawks and Sky Raiders taking off in rapid succession, being joined by Sea Venoms who were working up ashore. Aerobatics, rocket firings and attacks on the two ships kept everyone on their toes.

At Singapore there was an "Olympiad" between H.M.S. Laburnum—the R.N.V.R. base—and Albion and Chichester. Laburnum provided a magnificent curry for lunch which slowed up the afternoon programme. When the tug-of-war event, the final item, came along, both sides were

equal on points and after a long and thrilling pull, Albion and Chichester emerged victorious.

The first anniversary of the commissioning took place on May 20. It is of interest to record that over the twelve months the ship has steamed 55,197 nautical miles, carried out 5,022 aircraft landings, distilled 66,082 tons of water, served 2,125,183 meals and the ship's company has drunk 4,918 gallons of rum.

Despite considerable difficulties Albion has produced a first class revue and entertained, apart from those on board, the Army in Cyprus, the Lido Club at Aden, hospitals at Singapore, Hong Kong, Auckland, Wellington, Melbourne and Fremantle and ap-



H. M. S. Chichester fires her SQUID anti-submarine missiles alongside

peared on television in New Zealand and Australia.

On May 26 a Seahawk of 804 Squadron came into land when the ship was pitching and his hook pierced and stranded No. 5 wire. The aircraft "ditched" alongside, but within 3½ minutes the pilot, Lieutenant Gardiner, was in H.M.S. Chichester's sea boat on his way back to Albion uninjured.

Just before 4 p.m. on May 27 Albion crossed the equator for the third time since leaving Portsmouth last October.

The ship visited Diego Suarez on June 2 and is due to arrive at Portsmouth on August 18 after visiting Durban, Cape Town, Montevideo, Buenos Aires and Rio de Janeiro.

Haslar man wins time trial championship

Riders in the Royal Navy Cycling Association 50 miles time trial championship on Wednesday June 3 were faced with a morning more suited to basking on Southsea beach than propelling an unwilling bicycle over fifty miles of the undulating Meon Valley.

Nevertheless, Tony Fowler, S.B.P.O. of R.N.H. Haslar, tried hard enough to produce a winning time of 2 hrs 17 mins 9 secs which was nearly a minute too fast for second man S.C.P.O.(S) Clarke of H.M.S. Hermes. Fowler took an early lead and retained it in spite of the fast finish of Clarke who gained over 2½ minutes from third rider R.E.M.(A) Uren of H.M.S. Daedalus during the last eight miles.

Uren in his first attempt at the distance did a very good ride of 2 hrs 19 mins 40 secs despite sagging over the last few miles and snatched third place from P.S.B.A. Oswald of R.N.H. Haslar by the narrow margin of 15 secs.

Particularly to be commended was R.O.3 Phillips of C.S.S. Portsmouth who on an ordinary sports type cycle and in regulation sports rig completed the difficult 50 miles in just under 3 hours—an average speed of 17 mph.

The event was organized as usual by S.B.C.P.O. Rigby assisted by S.C.P.O.(V) Curtis and times recorded by Inst. Lt. Cdr. Mead under the watchful eye of Captain Post the Chairman of the R.N.C.A. were as follows: 1. S.B.P.O. Fowler, R.N.H. Haslar, 2-17-9; 2. S.C.P.O.(S) Clarke, H.M.S. Hermes, 2-18-3; 3. R.E.M.(A) Uren, H.M.S. Daedalus, 2-19-40; 4. P.S.B.A. Oswald, R.N.H. Haslar, 2-19-55; 5. N.A.M. Normanshire, Abbotsinch, 2-20-34; 6. S.A.(S) Bryce, H.M.S. Dryad, 2-26-12; 7. N.A.M. Meikle, Abbotsinch, 2-26-46; 8. N.A. Fox, Abbotsinch, 2-27-15; 9. L/A Hind, Abbotsinch, 2-37-10; 10. A.B. Lovegrove, H.M.S. Chaser, 2-39-12; 11. N.A. Greenald, H.M.S. Osprey, 2-46-59; 12. N.A. Ibbotson, H.M.S. Daedalus, 2-51-10; 13. R.O.3 Phillips, C.S.S. Portsmouth, 2-56-23.

JOHN ENGLISH

from column 5

roster last issued in A.F.O.'s was 10.8.55. What I wish to know is:

1. Is my basic date for rating May 22, 1956, and if not when is it?
2. When am I likely to pick up my Petty Officers rate?

I have ascertained that your basic date for passing is May 15, 1956, i.e. the date you applied for the examination.

I regret that it is not possible through the columns of "Navy News" to answer your question regarding your possible date of advancement to Petty Officer. Applications to ascertain position on the Advancement Roster must go through one's Divisional Officer.

Have YOU a personal problem . . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Having drawn my pension from March 1956 to December 1956, and then re-entered as a P.O. Steward (ex-Chief) for a further "five," is there any ruling which states that, in order to qualify for the new pension and gratuity, I should pay back the whole or part of the pension and gratuity I drew when outside? Also could you give me the pension figure and gratuity I may draw after completion of this five.

I would advise that you read Admiralty Fleet Orders 699 and 700/59 which appear to answer most of your questions, but briefly you are required, as a re-employed pensioner, to repay, either as a lump sum or at a fixed weekly rate, the total amount of pension that you drew before re-engaging. On completion of your additional service, your pension will be re-assessed at the 1959 Pension Code and the new terminal grant will be paid less the amount you have already received in the old pension code.

I regret that it is not possible to assess the exact pension and terminal grant you will receive on completion of your additional five years, as such calculation are made by the Director of Navy Accounts. I would suggest, however, that your Divisional Officer, may be able to give you a rough idea of the figure you will receive, after consulting the Admiralty Fleet Orders mentioned.

I was rated P.O.S.M. in May 1952, and left the service in December 1954 on completion of my seven years. I re-entered in May 1958 as an L.M.(E).

Since joining my present ship I have been rated Acting Local P.O.M.(E).

The ship pays off in November, by which time I will have held the rate 10 months. Could this local time be counted towards my Acting time, when I eventually get my rate through. Also, when I get confirmed would I go to scale "A" pay?

Would being a "local" and also having a "red ink" last year, push me up the roster at all?

I have to inform you that the "acting local" rating does not count for either "acting" time when eventually advanced to the next higher rank, or towards scale "A" pay on promotion to the next higher rating.

Although a "local" rating does not advance your position on the roster for the next higher rating, a "red ink recommendation" does so.

I took the Petty Officers examination on May 22, 1956, and failed on a "part one" subject through no fault of mine. After representations I was re-examined in that subject and passed on August 7, 1956.

The basic date of the top man on the continued in column 3

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VICTORIOUS TO SHOW '3-D' RADAR IN U.S.A.

Comprehensive display system

The aircraft carrier Victorious has sailed from the U.K. with ships of the Fifth Frigate Squadron to pay a series of visits to the U.S.A., where an air defence demonstration will be held at Norfolk, Virginia, to highlight the capabilities of the Royal Navy's latest radar.

U.S.N. observers many embarked in H.M.S. Victorious on July 21 to see the operational secrets of the carrier's air warning, control radar and associated semi-automatic data processing equipment. The radar, known as Type 984, is a new "three-dimensional" system, which provides simultaneous information on the height, range and bearing of aircraft contacts. The electronic equipment on board H.M.S. Victorious has cost over one million pounds, and Admiral of the Fleet Earl Mountbatten of Burma has described the carrier's radar as the "finest set in the world. Nothing can touch our Type 984 that I know of."

Matched with the new high capacity "comprehensive display system," a more complete and readily understandable picture of the air situation around the carrier is provided than ever before. The system gives the ship an unprecedented capacity for controlling air operations.

Type 984 radar installation in Victorious receives its information from a "giant dustbin," housing the transmitter, receiver and aerial, more than 100 feet above the water. The equipment—on top of the island—weighs 27 tons. A similar set is fitted in the new carrier Hermes, which will commission next year.

During the demonstration in American waters the carrier's own Scimitar and Sea Venom aircraft were augmented by American shore-based aircraft.

When she left Norfolk on July 22, Victorious visited Boston from July 24 to 29, New York July 30 to August 4, and will return to Portsmouth on August 10.

The three ships of the Fifth Frigate Squadron going to America with Victorious are H.M. Ships Scarborough, Salisbury and Tenby.

The aircraft carrier, Albion, went aground in pouring rain at Punta Indio near Buenos Aires while entering the port for a courtesy visit.



The N.A. 39, new swept-wing low level strike aircraft undergoing trials for the Fleet Air Arm, photographed taking off from H. M. S. Victorious. A twin-engined aircraft, the N.A. 39, can be used for attacks on shore targets and ships with either nuclear or conventional weapons.

NEW FACILITIES FOR SUBMARINERS

A skittle alley, housed in a special building alongside the Squadron Club, at Faslane, and built with funds provided by the Nuffield Trust for the Forces of the Crown, was opened on June 5 by Admiral Sir Angus Cunningham Graham, who bowed the first ball down the alley after he had unveiled a plaque to commemorate the opening.

After the opening of the alley, guests were shown around the Squadron Club which has been redesigned, redecorated and furnished. There is now a spacious lounge running the full length of the building and containing a modern bar, billiard room and guest room. The club is for the use of leading ratings and below of the Third Submarine Squadron.

The Captain of the Third Submarine Squadron and guests were taken 400 yards from the Squadron Club to "Vista", the new club for the Chief Petty Officers and Petty Officers of the Squadron. Vista, a fine house built just before the last war, was acquired

and redesigned as a club by the Admiralty and has been furnished by N.A.F.I.

After the official ceremony of opening, carried out by the Provost of Helensburgh, Miss J. R. Young, the guests were entertained to a cocktail party by their hosts, the Chief and Petty Officers.

Westland Aircraft of Yeovil and Saunders-Roe of the Isle of Wight have announced a merger which will make the group the biggest helicopter firm outside America.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £2,618,585 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £552,476 to kindred organizations and Children's Homes; and £314,953 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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Thirty-two Burma Star standards at reunion

A block of seats was reserved for Royal and Dominion Naval holders of the Burma Star at the 13th Burma Reunion, which took place in the Royal Albert Hall on June 5.

The Programme started with the organ playing tunes well known during the Campaign.

A procession of 14 Service Standards and Colours was followed by about 32 Standards of Branches of the Burma Star Association. They formed up on the stage over which hung a copy of the words on the plaque of one of the War Graves in Burma. It read "When Ye Go Home tell them of us, and say for your tomorrow we gave our to-day."

Members of the Burma Star Association, who took part in the Opening Ceremony, included Admiral Sir Harold Walker, K.C.B., and General Sir Campbell Hardy, K.C.B., C.B.E., D.S.O., Royal Marines. Guests included representatives of the Indian and Pakistan Navies.

Artists such as Vera Lynn and Hetty Ward, who had been in ENSA Shows in Burma, were amongst the popular entertainers.

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Thousands of excited schoolboys (and parents) tour a submarine

ROUND CRUISE OF BRITAIN

During her cruise of British ports H.M. Submarine Taciturn has had over 25,000 visitors—most of them schoolboys. The ports visited have been Ipswich, Hull, Sunderland, Leith, Dundee, Aberdeen, Oban, Liverpool, Cardiff, Bristol, Plymouth and Dartmouth.

Every day for a month hundreds of people have poured through the submarine and for many it was their first sight of such a craft. Parties of excited schoolboys arrive every half-hour and climb down the forward torpedo hatch to start their tour. The first object of

interest is a real torpedo. A torpedo rating explains its details and then describes the other fittings in the compartment, not forgetting the "Michelin Man"—an inflated Escape Immersion Suit. The party then proceeds through the accommodation space to the Control Room, and each boy gets his sights lined up on a target through the periscope. Tearing themselves away from the fascinating array of dials and handles they are then taken to inspect the engines and motors and finally out through the after hatch.

In each port the interest in the submarine has been tremendous. Visitors often travel 50 miles to bring their small son to see the boat and they are treated to a special welcome when they

are discovered.

The crew of 5 officers and 34 men have been welcomed wherever they go and the hospitality has been at times almost overwhelming. The "Super T's" skiffle group under Mechanician C. Sharp have played themselves to a standstill at times. On one occasion when they were playing at a cocktail party on board one of the lady guests actually joined the band—much to their delight.

On the sporting side the ship's football team played four matches and won them all. The cricketers were less successful and had won only one of their four matches at the time of going to press but they continued to take on all comers.

Taciturn returned to Portsmouth on June 23 after a most successful cruise around the British Isles.



The Mayoress of Sunderland, Mrs. E. E. Wales, takes a look through the periscope, watched by the Mayor (Ald. E. E. Wales) and Taciturn's Commanding Officer, Lieut. K. R. B. Cadogan-Rawlinson, R. N. (Photo: Sunderland Echo).

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Part of the reading and writing room of the new club.

A bold step forward

Another landmark in the development of N.A.A.F.I.'s services to the Navy was reached on Tuesday, June 9, when the Flag Officer Air (Home), Admiral Sir Walter Couchman, opened the "Seahawk" Club at R.N. Air Station, Culdrose. This is the second example of the new "Club concept" in the Home Air Command, coming after the "Heron Club" at Yeovilton, and is designed to embody all the lessons learned from its predecessor.

The N.A.A.F.I. architects were faced with an unattractive and difficult building but plenty of space, and by skilful use of existing features they have transformed a traditional style of canteen decor into strikingly effective and superbly furnished premises which are almost certainly unequalled in Cornwall.

Perhaps the most remarkable part of this transformation is the fact that it was achieved, from first conception to opening, in under five months; and it says much for N.A.A.F.I.'s management that "business as usual during alterations" has applied throughout.

The Club will be managed by a ratings' committee which has been closely associated with its birth-pangs, and the committee members showed evident satisfaction at the enthusiastic

comments of all those present at the opening.

Admiral Couchman then unveiled a commemorative plaque recording the opening, and in a short speech explained the N.A.A.F.I. Club as a bold step forward from the men-only beer saloon to the comfortable meeting-place for Wrens, ratings and their families.

The climax of the day was the gala opening dance attended by at least 1,000 Wrens, ratings and families.

A £1 million scheme under which the Royal Naval Hospital, Gillingham will become the hub of the hospital services in the area has been announced. The hospital will become vacant when the Navy leaves the Medway towns in 1961.

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Royal Naval Association News

It has not been found possible, in this reduced issue of NAVY NEWS, to display Branch News in the manner in which shipmates have come to expect, but it is hoped that they will appreciate the difficulties and they may be assured that as soon as circumstances permit, NAVY NEWS will return to its usual size and will report on the activities of branches in the manner which shipmates have come to expect.

As usual, many reports have been received, and the following items are of interest.

BASINGSTOKE

There has been great activity in Basingstoke. The old Branch Standard of the Royal Naval Old Comrades Association has been laid up in St. Michael's Church. At the same time the old standard of the South African War Veterans Association which belonged to the now defunct Basingstoke branch was also laid up. A combined parade with Royal Naval Association standards and shipmates from Aldermaston, Andover and Alton and the Veterans, with their standards from all parts of southern England, were present in force. General the Lord Jefferys took the salute as the parade marched to the church. Basingstoke is hoping to make its membership over 100 before its twenty-first birthday on September 18.

LEAMINGTON SPA

It was a great day for Leamington Spa branch on Whit-Monday, for, in conjunction with the Leamington Boys' Club, it held its fete and, given excellent weather and valuable support from the town's citizens, it was possible to assist the funds of Warwick, Coventry, Leicester, Smethwick and Birmingham Central branches as well as the local Sea Cadet Corps and the King George's Fund for Sailors. The event was opened by the Mayor who was accompanied on the platform by Leamington Spa branch president, Captain C. A. N. Chatwin, R.N.

BRACKNELL

A new branch of the Royal Naval Association was opened at the Admiral Cunningham hotel, Bracknell on May 29. The commissioning ceremony was performed by Shipmate Eric Knight, National Council member for No. 6 Area. Shipmates from Windsor, Slough, Reading and Crowthorne branches attended. Commissioned with a complement of keen founder members, twelve new entries were enrolled during the evening with a promise of more to follow. Branch meetings are held at 8 p.m. on the last Friday of each month at the Admiral Cunningham Hotel. The Secretary is Shipmate Harry G. Elmes, "Bramber," Terrace Road, Binfield, Berks.

DONCASTER

In reply to a request which appeared in the April issue of "Navy News" from Shipmate Parker of Johannesburg branch for news of the Doncaster branch, a report has been received which shows that the branch is very much alive. The annual church service was held in April—social evenings continue to be well supported, whilst drives, "sing-songs," "spinning benders" keep the members of the branch happy. The Rifle Section is doing extremely well.

MID-ANTRIM

A long, most interesting report has been received from the Mid-Antrim branch and it is a pity that restrictions on space preclude its inclusion. Although the branch has been formed for only two years it has held two highly successful dinners and in April its Branch Standard was dedicated in the Parish Church of Ballymena. Shipmates from Belfast, Bangor, Londonderry, Newtownards, Portadown and British Legion members from various parts of Northern Ireland attended. Among those present were Captain C. R. Argles, R.N., Senior Naval Officer Northern Ireland, Alderman T. Wilson, Mayor of Ballymena, Commander R. P. Martin, president of the branch, and Admiral Sir Geoffrey Hawkins.

STEVENAGE

A most interesting report of the successful Area No. 6 Rally, at Stevenage has been received. Three hundred shipmates, representing 17 branches throughout the area supported the Stevenage branch. The guard of honour was provided by Sea Cadets from Hertfordshire and Bedfordshire and it was inspected by Admiral Sir Alexander Madden, a Vice-President of the Association, who told area officials that he had been most impressed with the bearing of all concerned.

PORTRUSH

The time—or most of it—of the last general meeting was taken up with the agenda for the Annual Conference. It is a pity that only one copy was available to share between members and discussion on the agenda was a slow business. Inevitably many shipmates lose interest and the old familiar cry "Leave it to the delegate" began to be heard. When this happens the first fatal step on the short cut to apathy is taken. Branches are told that it is impossible to have the agenda earlier and, that being so, the conference should be held later to allow sufficient interval for distribution and discussion.

The branch was represented by twenty-nine shipmates and standard for the visit of the Queen at the re-opening of Portsmouth's Guildhall.

WELLING

Welling enjoyed a real nautical evening when it held its branch dinner on May 22, 70 shipmates and friends being present. The branch President, Instructor Rear-Admiral Sir Arthur Hall and Lady Hall were present, and Rear-Admiral J. Figgins, President of the Lewisham branch proposed the toast of the Association. Lieutenant-Commander G. Lane, R.N.R., a vice-president of the branch, proposed the toast of the visitors and Admiral Sir Gerald Dickens replied.

LOWESTOFT

No. 5 Area will be celebrating the centenary of the Royal Naval Reserve with a memorial service in Belle Vue Park, Lowestoft, where the only memorial to the Royal Naval Patrol Service is situated, on Sunday, October 11. A very large number of Royal Naval Reserves are expected, and the Admiral Commanding Reserves, Vice-Admiral Kaye Edden will take the salute and lay a wreath on the memorial.

WINGATE

Wingate (Co. Durham) branch have been striking a patch of rough water lately, but great efforts are being made to reach smoother seas. Meetings take place at the Cove Cote Inn, Trimdon Grange at 7 p.m. on the second Saturday of each month and any serving or ex-serving member is cordially invited to "pop in." At the June meeting a small presentation was made to Shipmate "Fred" Gibson—the branch's oldest member. It was a combination of his 80th birthday and his Golden Wedding anniversary. "Fred" joined up in 1896. How many readers can beat this?

DEVIZES

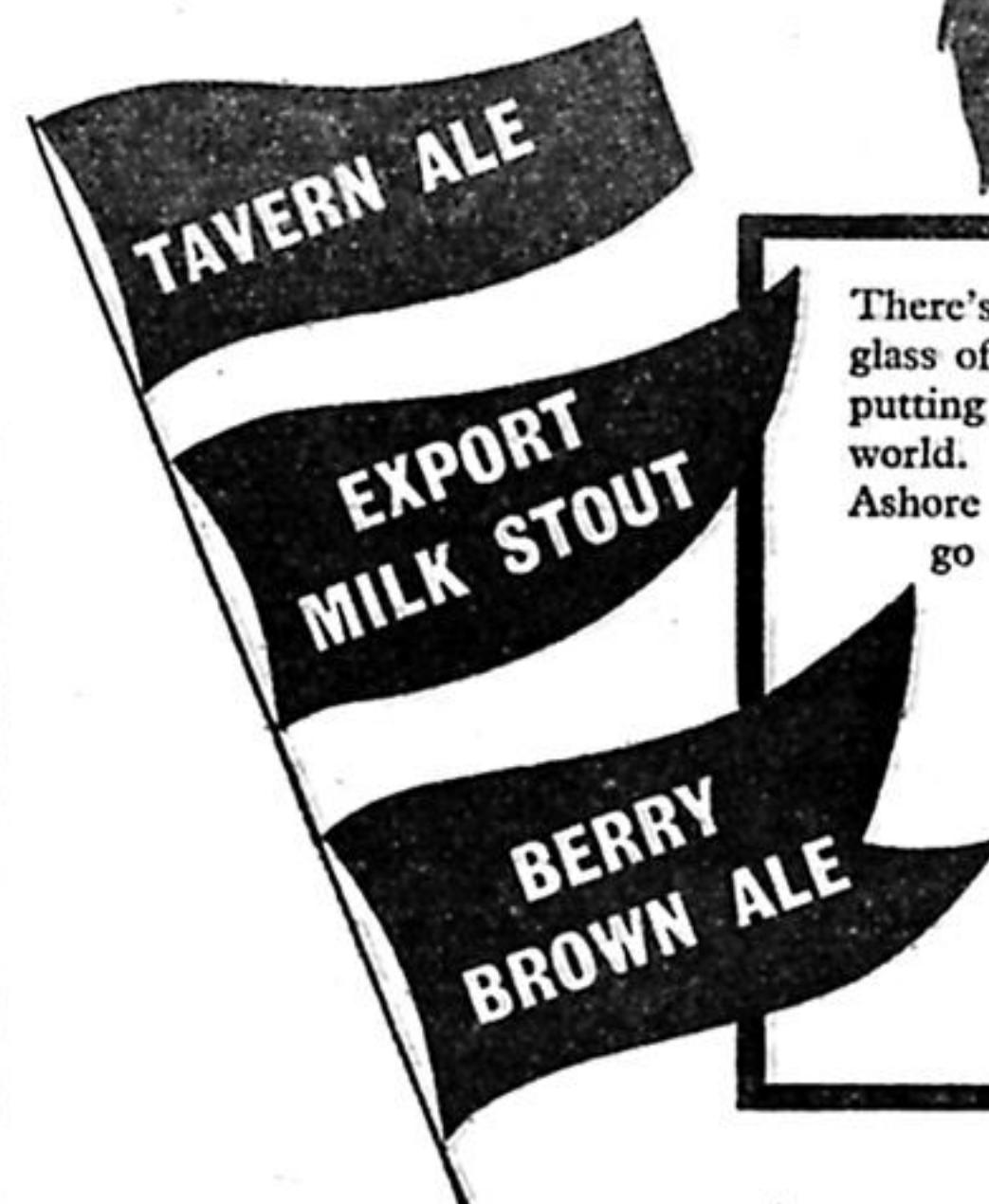
Vice-Admiral W. Tomkinson has been re-elected president of the Devizes branch. Rear-Admiral Sir Alexander McGlashen was re-elected vice-president, and Shipmate T. H. Smith, chairman.

ABERYSTWYTH

The first—it is hoped sincerely that it is not the last—report from the Aberystwyth branch has been received. It told of the strenuous, successful, efforts to launch its own club. The branch has carried out a great deal of benevolent work and it has recently ordered a new Standard.

The articles from which the above extracts have been taken will be kept close at hand, and, as opportunity offers, will be given fuller publicity. Colour Sergeant John Craddock, a 30-year-old Royal Marine riding instructor, has won the Prince of Wales Cup for inter-Service jumping at the Royal Tournament—the first time that the trophy has been won by the Corps.

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wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



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QUEEN PRESENTS COLOUR TO SUBMARINE COMMAND

Her Majesty accepts silver statuette of submariner

Accompanied by the Duke of Edinburgh, the Queen visited H.M.S. DOLPHIN on Monday, June 8, and presented the Queen's Colour to the Submarine Command.

Although it was a wet, blustery day and although it was raining when the Queen arrived at Fort Blockhouse, and again when she left, the sun managed to break through for the actual ceremony of the Colour Presentation.

After the Colour had been consecrated and presented, Her Majesty spoke of the part the Submarine service was playing today and would play in the Navy of the future. "A submarine depended for its effectiveness and safety on the personal skill and devotion of every member of its ship's company."

Referring to the nuclear submarine, the keel of which His Royal Highness the Duke of Edinburgh was to lay on the following Friday, the Queen intimated that such a submarine could well become the capital ship of the future.

Her Majesty concluded "I give you this Colour today in memory of the splendid achievements of the Submarine service in the past and in recognition of the vital part which you and your successors will play in the defensive strength of this country and the future of the Royal Navy. I am confident that it will inspire you to emulate the high example of your predecessors."

After the ceremony the Queen was presented with a silver statuette of a submariner by Rear Admiral B. W. Taylor, Flag Officer Submarines.

In addition to eight holders of the Victoria Cross who were presented to the Queen, Mrs. M. D. Wanklyn and Mrs. W. J. Linton, widows of Submariner V.C.'s, were also presented to Her Majesty.

SUBMARINE DRAGGED MINE FOR ELEVEN MILES

A Special Order of the Day was issued by the Flag Officer Submarines on June 25—the anniversary of the date of the award of the Victoria Cross to Lieutenant-Commander M. E. NASMITH of H.M. Submarine E.11.

In May 1915, Lieutenant-Commander Nasmith was ordered to carry out a patrol through the Dardanelles and into the sea of Marmora.

E.11's first victim was claimed off Constantinople several days after she had entered the Sea of Marmora. This was a large gun boat anchored off the port.

The following day an enemy merchant ship was sighted on passage from Constantinople towards the Dardanelles. When searched, the ship was found to contain a large quantity of munitions. Lieutenant-Commander Nasmith sank the ship after giving the crew time to take to their boats.

Lieutenant-Commander Nasmith's most spectacular action was a raid on Constantinople itself. A number of enemy transports were lying alongside the quays, some with troops on board, and E.11 fired two torpedoes at these targets. Both missed, but one torpedo blew up a barge with such force as to damage a transport lying nearby so badly that she had to be beached to save her from sinking. The second torpedo hit the quayside and destroyed a considerable length of it.

Eleven ships in all were destroyed by a vessel with a complement of only 30 Officers and men.

On the return passage through the Dardanelles, a mine cable fouled E.11's forward hydroplanes. She proceeded, dived, at slow speed for 11 miles dragging the mine with her.

For these exploits Lieutenant-Commander Nasmith was awarded the Victoria Cross.

Rear-Admiral Dunbar-Nasmith served as Flag Officer, Submarines from September 2, 1929 to September 1, 1931.

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Regulating Petty Officer to Master at Arms
E. R. Martin, MX 767683, T. F. Hands MX 714560.

Radio Communication Supervisor to Chief Radio Communication Supervisor
R. Baker JX 581888, T. E. Clinton JX 712114.

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A. Henderson JX 157459.

Petty Officer Writer to Chief Petty Officer Writer
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Stores Petty Officer (V) to Stores Chief Petty Officer (V)
D. E. Heath MX 874985, N. Trainer MX 825878.

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C. W. G. Tribble MX 760696, J. W. A. McIntosh MX 758872.

Petty Officer Cook (S) to Chief Petty Officer Cook (S)
T. W. R. Taylor MX 58212, A. H. Phillips MX 59299, A. J. C. Wallace MX 808008.

Sick Berth Petty Officer to Sick Berth Chief Petty Officer
B. Rose MX 817400.

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L. A. Richards MX 777588, C. H. Thomas MX 778299, J. F. H. Croft MX 795872, R. E. Hedger MX 645931, J. Whiteside MX 777596.

Petty Officer Radio Electrician to Chief Radio Electrician
L. Briggs MX 770460, K. Goodwin MX 857838, R. M. Luckins MX 899925, L. J. Stephens MX 844463, R. A. R. Wiggins MX 801291.

Electrical Artificer to Acting Chief Electrical Artificer
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Shipwright Artificer to Chief Shipwright Artificer
R. Newman MX 124249, M. Hamilton MX 802841, W. A. T. Crossley MX 729541, C. T. D. Collins MX 729794.

Petty Officer Electrician to Chief Electrician
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Petty Officer Engineering Mechanic to Chief Engineering Mechanic
J. Price KX 85054, W. E. R. Stephens KX 96176, N. R. L. Adams KX 97741.

Radio Electrical Artificer to Acting Chief Radio Electrical Artificer

C. A. Pratt MX 88296.

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